

**C/CAG**  
**City/County Association of Governments**  
**of San Mateo County**

**VTa**  
**Santa Clara Valley Transportation Authority**

**Ta**  
**San Mateo County Transportation Authority**

**2020 Peninsula Gateway Corridor Study**  
**Policy Advisory Committee**

**DATE:** Wednesday, December 12, 2007  
**TIME:** 4:00 P.M.  
**PLACE:** Menlo Park City Hall  
1<sup>st</sup> Floor Council Conference Room  
701 Laurel Street, Menlo Park, CA

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- 1. Introductions**
- 2. Categorization of Project Alternatives\***  
*(Assign project alternatives into categories for the purpose of establishing strategies to identify potential projects for the next phase of the 2020 Study)*
- 3. Schedule next meeting for January 9, 2008**
- 4. Adjourn.**

\* Attachment

# 2020 PENINSULA GATEWAY CORRIDOR STUDY

## AGENDA REPORT

**Date:** December 12, 2007

**To:** 2020 Peninsula Gateway Corridor Study – Policy Advisory Committee

**From:** John Hoang

**Subject:** Categorization of Project Alternatives

(For further information contact Richard Napier at 599-1420 or John Hoang at 363-4105)

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For this meeting Committee members will be asked to assign the 71 projects identified in the “Universe of Alternatives” into five different categories for the purpose of establishing recommendations for projects to be considered for the next phase of the 2020 Gateway study and project development process.

To recap, the objective of the 2020 Peninsula Gateway Corridor Study is to define and evaluate alternative traffic improvements in the study area that addresses the following Study Goals:

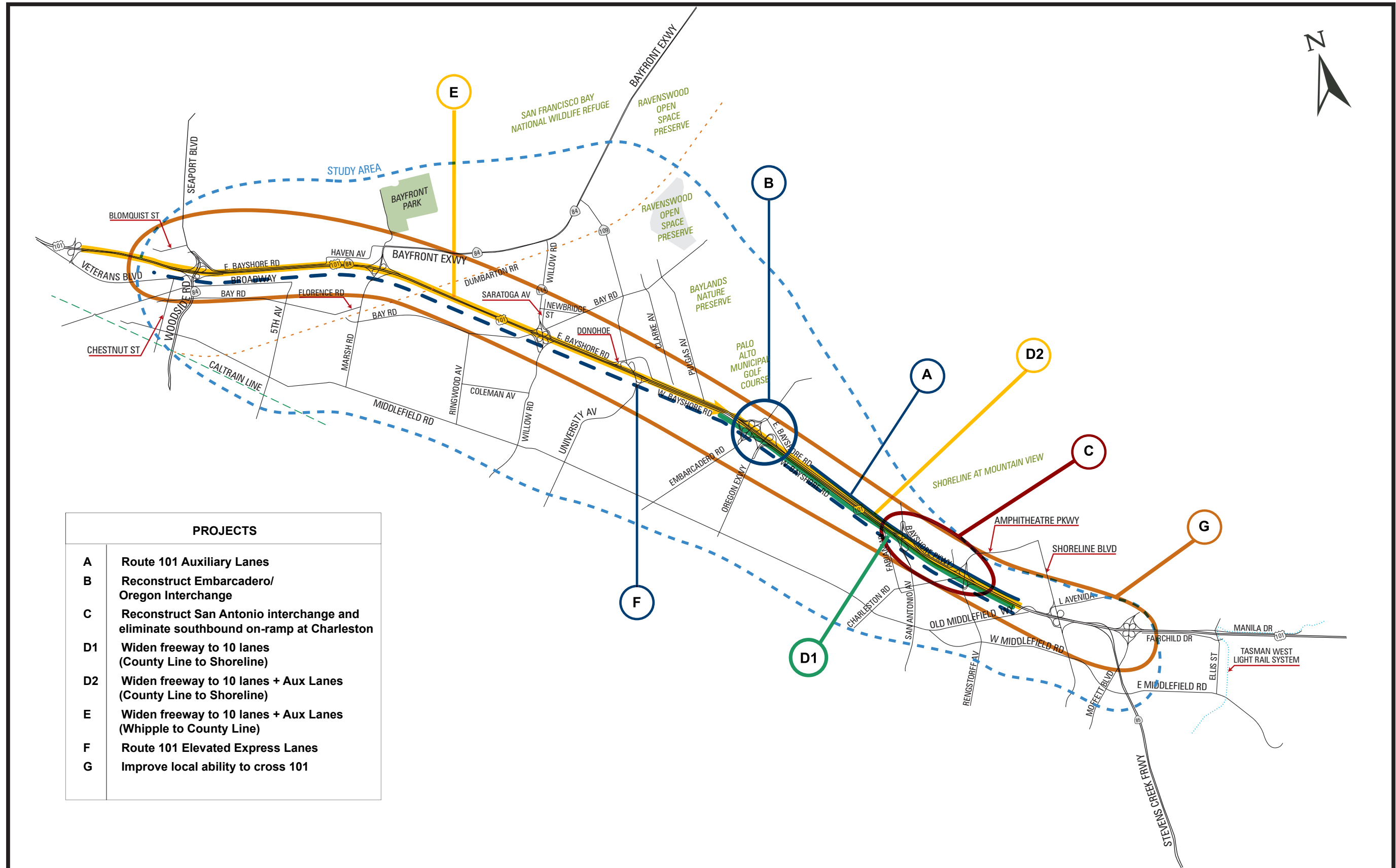
- Facilitate access,
- Enhance economic opportunities,
- Optimize use of existing infrastructure,
- Reduce congestion and local community impacts, and
- Minimize environmental impacts on sensitive resources

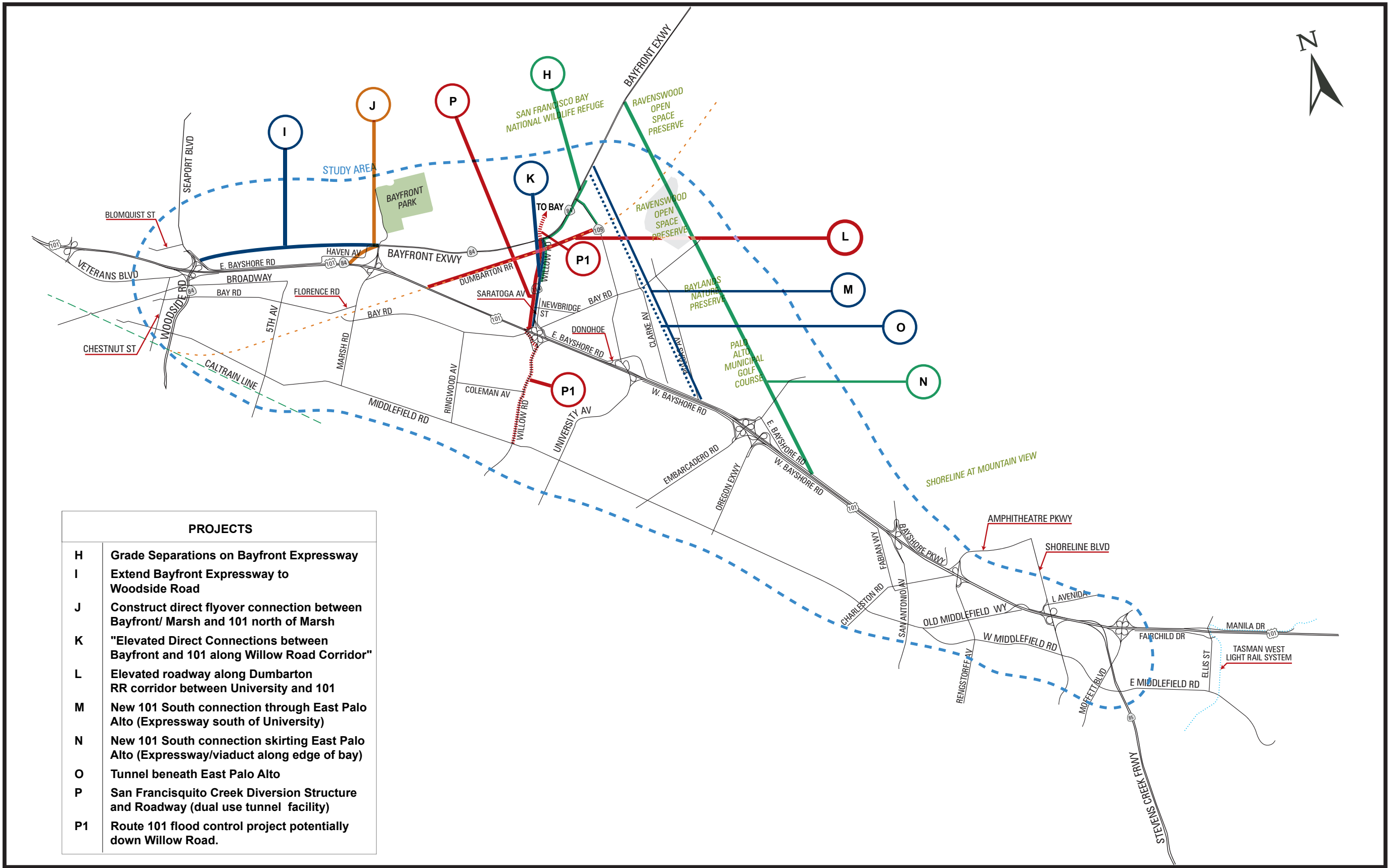
Below are the five categories and definitions that will be used for categorizing different project alternatives.

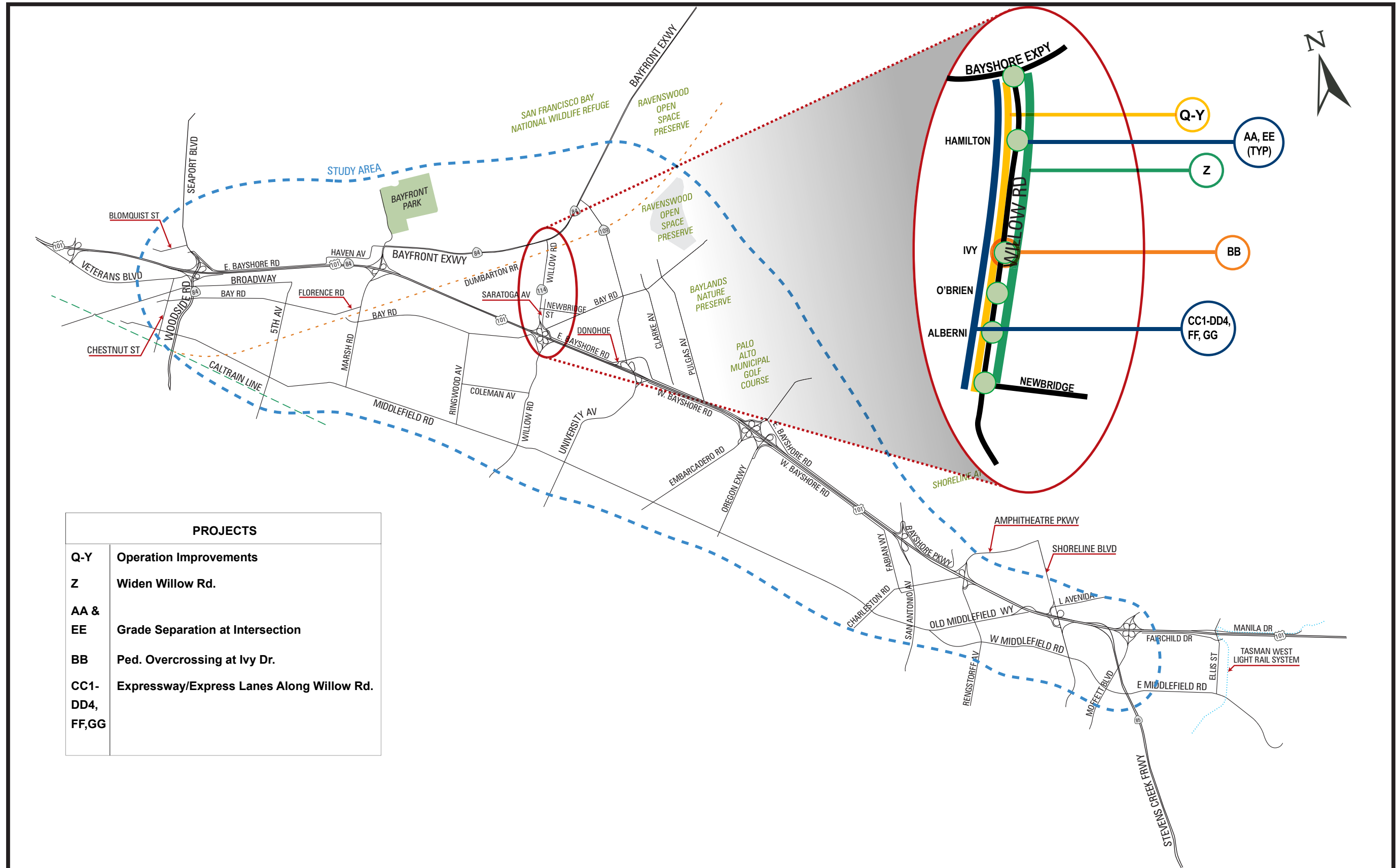
1. **Referral to Other Agency** - These projects would be referred to other more appropriate agencies such (i.e., local cities) for consideration and follow-up.
2. **Project Development** (Short-term: 5 yrs or Long-term 10-15 yrs) - These projects have clearly identifiable benefits, have general support, and have a high probability of being funded.
3. **Phase II Study** - These projects should be studied further to resolve issues. There are some interests in gathering additional information to further develop these project concepts.
4. **Study Later** - These projects are long-term and should be studied further at a later date.
5. **Not Consistent with Goals** - These projects are not consistent with goals established for the 2020 Study.

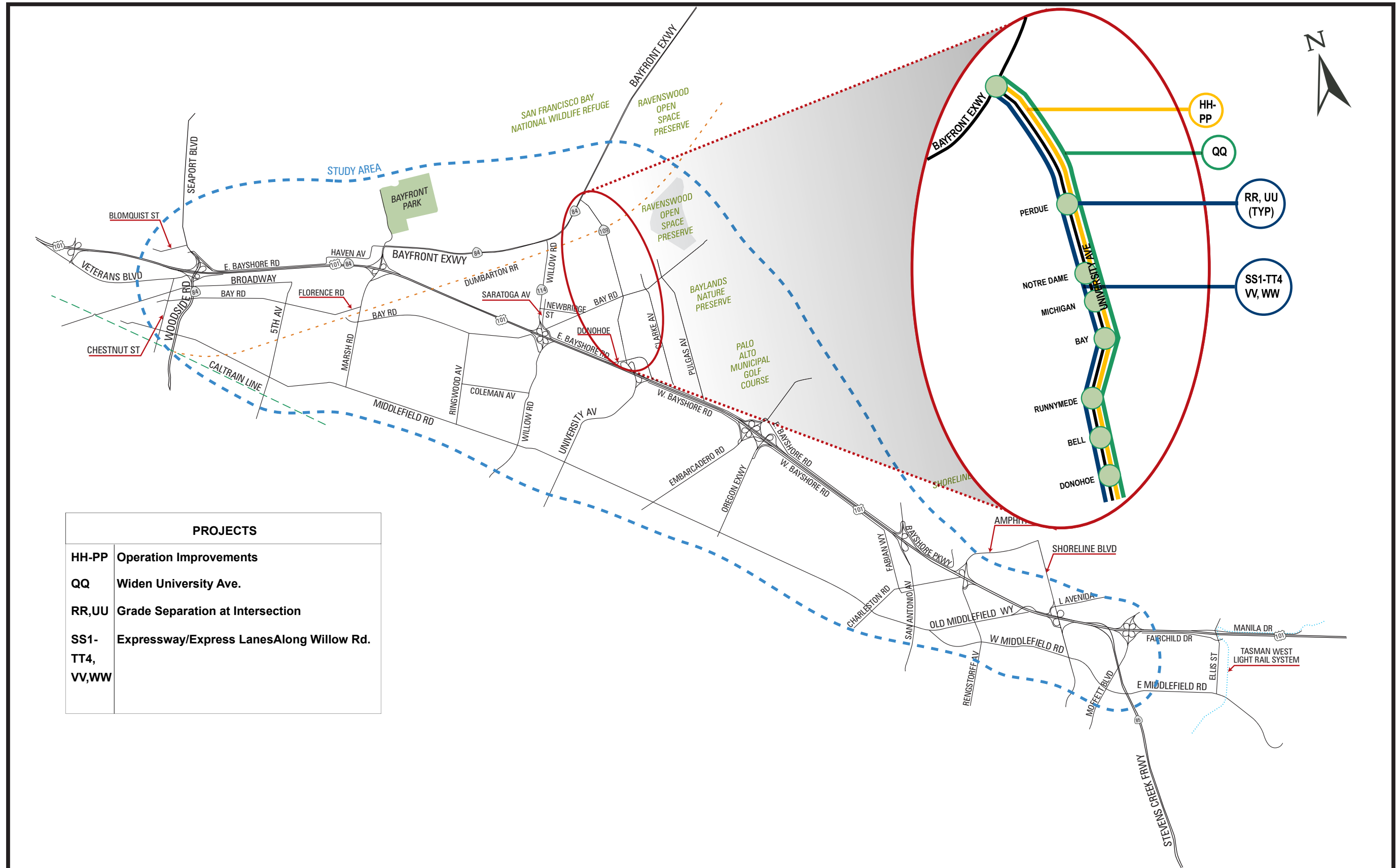
Project alternatives identified in the “Universe of Alternatives” will be categorized based on the resulting analyses performed for traffic benefits, construction cost, and potential impacts as depicted in the alternative assessment matrices. In preparation for the meeting, the following information is provided (attachment) for your review:

- Project location maps – 5 total (these maps were displayed at the November meeting)
- Updated qualitative assessments for the 71 project alternatives (incl. 7 alternatives studied in detailed)
- 2020 Gateway Study “Next Steps” diagram

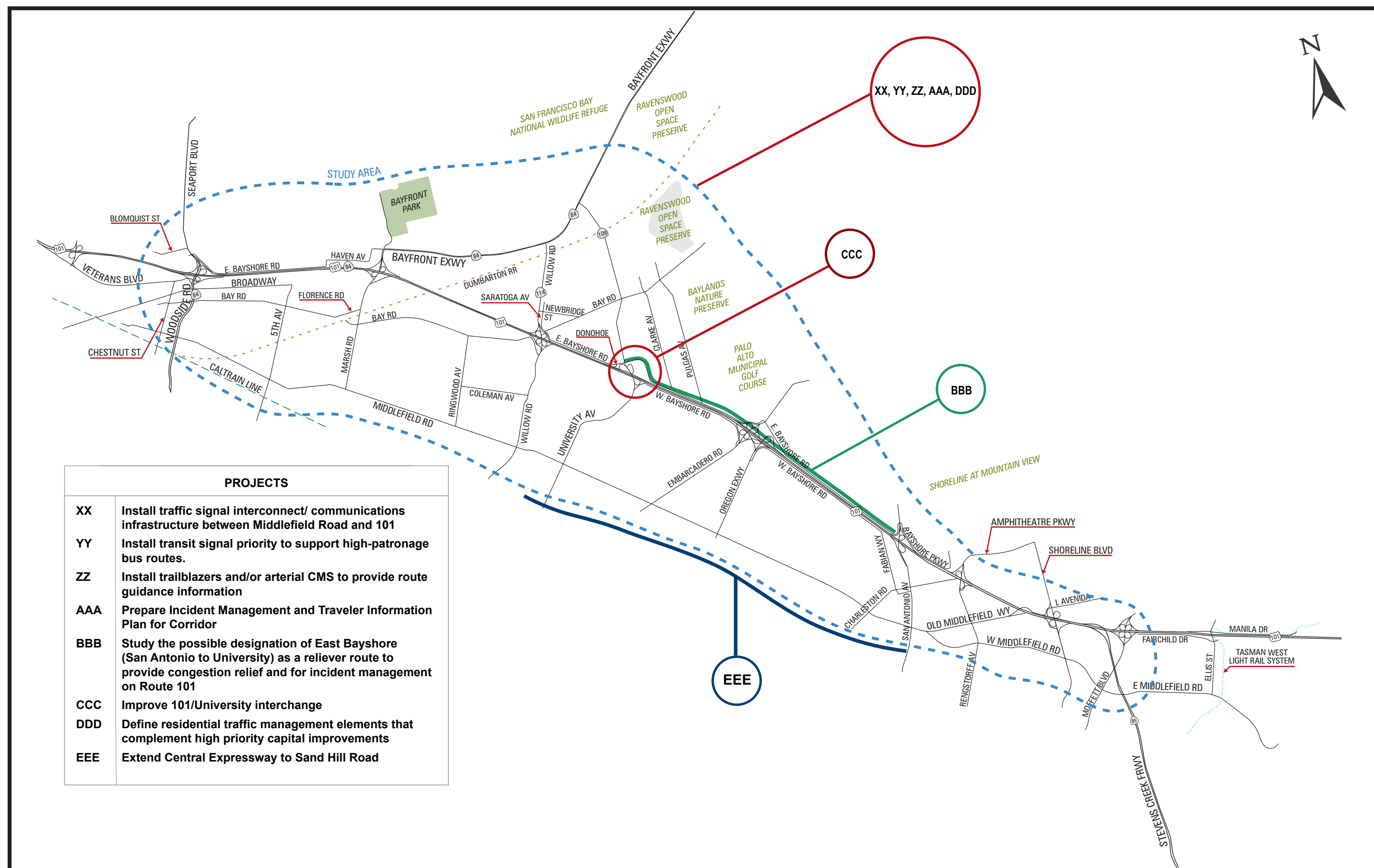












DRAFT ASSESSMENT OF BENEFITS, COSTS AND IMPACTS  
UNIVERSE OF ALTERNATIVES  
2020 Peninsula Gateway Corridor Study

HIGHWAY 101

ID Code	Alternative	Location	Traffic Benefits		Construction Cost (2006\$)	Potential Impacts				PAC Comments
						Visual/ Aesthetics	Noise	Environment	Right-of-Way	
			Change in Roadway Congestion  (Expressed in ranges of travel time savings (min))	Decrease commute traffic on residential streets?  (Expressed in ranges of peak period traffic volume)						
A	Route 101 Auxiliary Lanes	MV, PA	See "Comparison" Chart (ALT 1)							
B	Reconstruct Embarcadero/Oregon Interchange	MV, PA	⊙	⊙	\$\$\$	⊙	⊙	⊙	⊙	
C	Reconstruct San Antonio Interchange and eliminate southbound on ramp at Charleston	MV, PA	●	—	\$\$\$	⊙	⊙	⊙	⊙	
D1	Widen freeway to 10 lanes (County Line to Shoreline)	MV, PA	●	—	\$\$\$\$\$	⊙	⊙	⊙	⊙	
D2	Widen freeway to 10 lanes + Aux Lanes (County Line to Shoreline)	MV, PA	●	—	\$\$\$\$\$	○	⊙	○	○	
E	Widen freeway to 10 lanes + Aux Lanes (Whipple to County Line)	RC, MP, EPA, PA	●	—	\$\$\$\$\$	○	⊙	○	○	
F	Route 101 Elevated Express Lanes	MV, PA, EPA, MP, RC	See "Comparison" Chart (ALT 2)							
G	Improve local ability to cross 101	MV, PA, EPA, MP, RC	—	—	\$	—	—	⊙	⊙	

	ASSESSMENT KEY:				
	●	IMPROVEMENT		LESS-THAN-SIGNIFICANT	
	⊙	SMALL IMPROVEMENT		LESS-THAN-SIGNIFICANT (w/ MITIGATION)	
	○	DEGRADE		SIGNIFICANT	
	—	NO CHANGE		NONE	

Location Key:		Construction Cost Key	
EPA	East Palo Alto	\$\$\$\$\$	>\$500M
MP	Menlo Park	\$\$\$\$	\$200M-\$500M
MV	Mountain View	\$\$\$	\$50M-\$200M
PA	Palo Alto	\$\$	\$1M-\$50M
RC	Redwood City	\$	<\$1M



DRAFT ASSESSMENT OF BENEFITS, COSTS AND IMPACTS  
UNIVERSE OF ALTERNATIVES  
2020 Peninsula Gateway Corridor Study

CONNECTING BRIDGE AND HIGHWAY 101

ID Code	Alternative	Location	Traffic Benefits		Construction Cost (2006\$)	Potential Impacts				PAC Comments
						Visual/ Aesthetics	Noise	Environment	Right-of-Way	
			Change in Roadway Congestion  (Expressed in ranges of travel time savings (min))	Decrease commute traffic on residential streets?  (Expressed in ranges of peak period traffic volume)						
H	Grade Separations on Bayfront Expressway	EPA, MP	See "Comparison" Chart (ALT 3)							
I	Extend Bayfront Expressway to Woodside Road	MP, RC	●	⊙	\$\$\$	⊙	⊙	○	○	
J	Construct direct flyover connection between Bayfront/ Marsh and 101 north of Marsh	MP, RC	⊙	⊙	\$\$\$	○	⊙	⊙	○	
K	Elevated Direct Connections between Bayfront and 101 along Willow Road Corridor	EPA, MP	This project has been replaced by improvement CC							
L	Elevated roadway along Dumbarton RR corridor between University and 101	EPA, MP	●	⊙	\$\$\$\$	○	⊙	○	⊙	
M	New 101 South connection through East Palo Alto (Expressway south of University)	EPA, MP	●	●	\$\$\$\$\$	○	○	○	○	
N	New 101 South connection skirting East Palo Alto (Expressway/viaduct along edge of bay)	EPA, PA	●	●	\$\$\$\$\$	○	⊙	○	○	
O	Tunnel beneath East Palo Alto	EPA	●	●	\$\$\$\$\$	●	●	●	⊙	
P	San Francisquito Creek Diversion Structure and Roadway (dual use tunnel facility)	EPA, PA	⊙	⊙	\$\$\$\$	⊙	⊙	○	⊙	
P1	Route 101 flood control project potentially down Willow Road.	EPA, MP	—	—	\$\$\$\$	⊙	⊙	○	⊙	

	ASSESSMENT KEY:				
		●	IMPROVEMENT		LESS-THAN-SIGNIFICANT
		⊙	SMALL IMPROVEMENT		LESS-THAN-SIGNIFICANT (w/ MITIGATION)
		○	DEGRADE		SIGNIFICANT
		—	NO CHANGE		NONE

Location Key:	
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MP	Menlo Park
MV	Mountain View
PA	Palo Alto
RC	Redwood City

Construction Cost Key	
\$\$\$\$\$	>\$500M
\$\$\$\$	\$200M-\$500M
\$\$\$	\$50M-\$200M
\$\$	\$1M-\$50M
\$	<\$1M

DRAFT ASSESSMENT OF BENEFITS, COSTS AND IMPACTS  
UNIVERSE OF ALTERNATIVES  
2020 Peninsula Gateway Corridor Study

WILLOW ROAD

ID Code	Alternative	Location	Traffic Benefits		Construction Cost (2006\$)	Potential Impacts				PAC Comments
						Visual/ Aesthetics	Noise	Environment	Right-of-Way	
			Change in Roadway Congestion  (Expressed in ranges of travel time savings (min))	Decrease commute traffic on residential streets?  (Expressed in ranges of peak period traffic volume)						
Q	Short-term operational improvements on Willow Road	EPA, MP	See "Comparison" Chart (ALT 4)							
R	Prohibit left turns during peak travel periods	EPA, MP	⊙	⊙	\$	-	-	⊙	-	
S	Prohibit local cross traffic during peak travel periods	EPA, MP	⊙	⊙	\$	-	-	○	-	
T	Exit/Entrance Right Turn pockets on Willow	EPA, MP	⊙	⊙	\$	-	-	-	⊙	
U	Set back curb line one lane width from traveled way at driveways	EPA, MP	⊙	⊙	\$	-	-	○	○	
V	Eliminate driveway access on Willow	EPA, MP	⊙	⊙	\$	-	-	○	-	
W	Eliminate selected signalized intersections: · Newbridge St · Ivy Dr · Hamilton Ave	EPA, MP	⊙	⊙	\$	-	-	○	-	
X	Eliminate signalized intersections and allow right turns only on/off Willow	EPA, MP	⊙	⊙	\$	-	-	○	-	
Y	Eliminate signalized intersections and prohibit any access from local streets	EPA, MP	⊙	⊙	\$	-	-	○	-	
Z	Widen Willow one lane each direction	EPA, MP	●	●	\$\$\$	○	⊙	○	○	
AA	Grade separations at selected intersections: · Newbridge St · Ivy Dr · Hamilton Ave	EPA, MP	●	●	\$\$\$\$	○	⊙	○	○	
BB	Pedestrian over crossing at Ivy Dr (near Mid-Peninsula High School)	EPA, MP	-	-	\$\$	○	-	-	⊙	

	ASSESSMENT KEY:				
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		○	DEGRADE		SIGNIFICANT
		-	NO CHANGE		NONE

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Construction Cost Key	
\$\$\$\$\$	>\$500M
\$\$\$\$	\$200M-\$500M
\$\$\$	\$50M-\$200M
\$\$	\$1M-\$50M
\$	<\$1M

DRAFT ASSESSMENT OF BENEFITS, COSTS AND IMPACTS  
UNIVERSE OF ALTERNATIVES  
2020 Peninsula Gateway Corridor Study

WILLOW ROAD (CONT'D)

ID Code	Alternative	Location	Traffic Benefits		Construction Cost (2006\$)	Potential Impacts				PAC Comments
						Visual/ Aesthetics	Noise	Environment	Right-of-Way	
			Change in Roadway Congestion  (Expressed in ranges of travel time savings (min))	Decrease commute traffic on residential streets?  (Expressed in ranges of peak period traffic volume)						
CC1	Elevated viaduct expressway structure • 2 lanes in each direction	EPA, MP	●	⊙	\$\$\$\$	○	⊙	⊙	⊙	
CC2 (Alt 6)	Elevated viaduct expressway structure • 1 lane in each direction	EPA, MP	See "Comparison" Chart (ALT 5)							
CC3	Elevated viaduct expressway structure • Reversible 2 lanes	EPA, MP	●	⊙	\$\$\$\$	○	⊙	⊙	⊙	
CC4	Elevated viaduct expressway structure • 3 lanes with reversible middle lane	EPA, MP	●	⊙	\$\$\$\$	○	⊙	⊙	⊙	
DD1	Depressed expressway • 2 lanes in each direction	EPA, MP	●	⊙	\$\$\$\$	⊙	⊙	⊙	○	
DD2	Depressed expressway • 1 lane in each direction	EPA, MP	●	⊙	\$\$\$\$	⊙	⊙	⊙	⊙	
DD3	Depressed expressway • Reversible 2 lanes	EPA, MP	●	⊙	\$\$\$\$	⊙	⊙	⊙	⊙	
DD4	Depressed expressway • 3 lanes with reversible middle lane	EPA, MP	●	⊙	\$\$\$\$	⊙	⊙	⊙	⊙	
EE	Grade separations at all intersections (over crossings or under crossings)	EPA, MP	●	●	\$\$\$\$\$	○	⊙	○	○	
FF	Tunnel Expressway (maintaining existing facility at grade)	EPA, MP	●	●	\$\$\$\$	⊙	⊙	⊙	⊙	
GG	Willow Road Depressed/Cantilevered Express Lanes	EPA, MP	See "Comparison" Chart (ALT 6)							

	ASSESSMENT KEY:				
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		○	DEGRADE		SIGNIFICANT
		—	NO CHANGE		NONE

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Construction Cost Key	
\$\$\$\$\$	>\$500M
\$\$\$\$	\$200M-\$500M
\$\$\$	\$50M-\$200M
\$	\$1M-\$50M
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DRAFT ASSESSMENT OF BENEFITS, COSTS AND IMPACTS  
UNIVERSE OF ALTERNATIVES  
2020 Peninsula Gateway Corridor Study

UNIVERSITY AVENUE

ID Code	Alternative	Location	Traffic Benefits		Construction Cost (2006\$)	Potential Impacts				PAC Comments
						Visual/ Aesthetics	Noise	Environment	Right-of-Way	
			Change in Roadway Congestion  (Expressed in ranges of travel time savings (min))	Decrease commute traffic on residential streets?  (Expressed in ranges of peak period traffic volume)						
HH	Short-term operational improvements on University Avenue	EPA	See "Comparison" Chart (ALT 7)							
II	Prohibit left turns during peak travel periods	EPA	⊙	⊙	\$	-	-	⊙	-	
JJ	Prohibit local cross traffic during peak travel periods	EPA	⊙	⊙	\$	-	-	○	-	
KK	Entrance/Exit Right Turn pockets on University	EPA	⊙	⊙	\$	-	-	-	⊙	
LL	Set back curb line one lane width from traveled way at driveways	EPA	⊙	⊙	\$	-	-	○	○	
MM	Eliminate driveway access on University	EPA	⊙	⊙	\$	-	-	○	-	
NN	Eliminate selected signalized intersections: · Bell · Runnymede · Kavanaugh	EPA	⊙	⊙	\$	-	-	○	-	
OO	Eliminate signalized intersections and allow right turns only on/off University	EPA	⊙	⊙	\$	-	-	○	-	
PP	Eliminate signalized intersections and prohibit any access from local streets	EPA	⊙	⊙	\$	-	-	○	-	
QQ	Widen University one lane each direction	EPA	●	●	\$\$\$	○	⊙	○	○	
RR	Grade separations at selected intersections: · Donohoe · Bay	EPA	●	●	\$\$\$\$	○	⊙	○	○	

	ASSESSMENT KEY:				
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		○	DEGRADE		SIGNIFICANT
		-	NO CHANGE		NONE

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Construction Cost Key	
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\$\$\$\$	\$200M-\$500M
\$\$\$	\$50M-\$200M
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\$	<\$1M

DRAFT ASSESSMENT OF BENEFITS, COSTS AND IMPACTS  
UNIVERSE OF ALTERNATIVES  
2020 Peninsula Gateway Corridor Study

UNIVERSITY AVENUE (CONT'D)

ID Code	Alternative	Location	Traffic Benefits		Construction Cost (2006\$)	Potential Impacts				PAC Comments
						Visual/ Aesthetics	Noise	Environment	Right-of-Way	
			Change in Roadway Congestion  (Expressed in ranges of travel time savings (min))	Decrease commute traffic on residential streets?  (Expressed in ranges of peak period traffic volume)						
SS1	Elevated expressway/viaduct along University corridor · 2 lanes each direction	EPA	⊙	●	\$\$\$\$	○	⊙	⊙	⊙	
SS2	Elevated viaduct expressway structure · 1 lane in each direction	EPA	○	●	\$\$\$\$	○	⊙	⊙	⊙	
SS3	Elevated viaduct expressway structure · Reversible 2 lanes	EPA	⊙	●	\$\$\$\$	○	⊙	⊙	⊙	
SS4	Elevated viaduct expressway structure · 3 lanes with reversible middle lane	EPA	●	●	\$\$\$\$	○	⊙	⊙	○	
TT1	Depressed expressway · 2 lanes each direction	EPA	⊙	●	\$\$\$\$\$	⊙	⊙	⊙	⊙	
TT2	Depressed expressway · 1 lane in each direction	EPA	○	●	\$\$\$\$\$	⊙	⊙	⊙	⊙	
TT3	Depressed expressway · Reversible 2 lanes	EPA	⊙	●	\$\$\$\$\$	⊙	⊙	⊙	⊙	
TT4	Depressed expressway · 3 lanes with reversible middle lane	EPA	●	●	\$\$\$\$\$	⊙	⊙	⊙	○	
UU	Grade separations at all intersections (over crossings or under crossings)	EPA	●	●	\$\$\$\$\$	○	⊙	○	○	
VV	Tunnel Expressway, (maintain existing facility at grade)	EPA	●	●	\$\$\$\$\$	●	●	●	⊙	
WW	University Avenue Depressed/Cantilevered Express Lanes	EPA	See "Comparison" Chart (ALT 8)							

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		—	NO CHANGE		NONE

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\$\$\$\$	\$200M-\$500M
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\$	<\$1M

DRAFT ASSESSMENT OF BENEFITS, COSTS AND IMPACTS  
UNIVERSE OF ALTERNATIVES  
2020 Peninsula Gateway Corridor Study

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

ID Code	Alternative	Location	Traffic Benefits		Construction Cost (2006\$)	Potential Impacts				PAC Comments
						Visual/ Aesthetics	Noise	Environment	Right-of-Way	
			Change in Roadway Congestion  (Expressed in ranges of travel time savings (min))	Decrease commute traffic on residential streets?  (Expressed in ranges of peak period traffic volume)						
XX	Install traffic signal interconnect/ communications infrastructure between Middlefield Road and 101	ALL	⊙	⊙	\$\$	-	-	-	-	
YY	Install transit signal priority to support high- patronage bus routes.	ALL	⊙	⊙	\$\$	-	-	-	-	
ZZ	Install trailblazers and/or arterial CMS to provide route guidance information	ALL	⊙	⊙	\$\$	-	-	-	-	
AAA	Prepare Incident Management and Traveler Information Plan for Corridor	ALL	⊙	⊙	\$	-	-	-	-	

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		○	DEGRADE		SIGNIFICANT
		-	NO CHANGE		NONE

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EPA	East Palo Alto	\$\$\$\$\$	>\$500M
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DRAFT ASSESSMENT OF BENEFITS, COSTS AND IMPACTS  
UNIVERSE OF ALTERNATIVES  
2020 Peninsula Gateway Corridor Study

OTHER

ID Code	Alternative	Location	Traffic Benefits		Construction Cost (2006\$)	Potential Impacts				PAC Comments
						Visual/ Aesthetics	Noise	Environment	Right-of-Way	
			Change in Roadway Congestion  (Expressed in ranges of travel time savings (min))	Decrease commute traffic on residential streets?  (Expressed in ranges of peak period traffic volume)						
BBB	Study the possible designation of East Bayshore (San Antonio to University) as a reliever route to provide congestion relief and for incident management on Route 101 · Improve operations at intersections · Install directional signage to help keep commuters off residential streets	MV, EPA	—	—	\$	—	—	—	—	
CCC	Improve 101/University interchange · Construct southbound direct-connect off-ramp · Improve on-off connections for northbound traffic	PA, EPA	⊙	⊙	\$\$\$	⊙	⊙	⊙	⊙	
DDD	Define residential traffic management elements that complement high priority capital improvements	ALL	—	●	\$	—	—	●	—	
EEE	Extend Central Expressway to Sand Hill Road	PA	●	●	\$\$\$\$\$	○	○	○	○	

	ASSESSMENT KEY:				
		●	IMPROVEMENT		LESS-THAN-SIGNIFICANT
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		○	DEGRADE		SIGNIFICANT
		—	NO CHANGE		NONE

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\$\$\$\$	\$200M-\$500M
\$\$\$	\$50M-\$200M
\$\$	\$1M-\$50M
\$	<\$1M



COMPARISON OF BENEFITS, COSTS AND IMPACTS  
FOR ALTERNATIVES STUDIED IN DETAIL  
2020 Peninsula Gateway Corridor Study

ID Code	Alternative	Location	Traffic Benefits				Cost Estimate Summary (2006\$)				Potential Environmental Impacts by Alternative				
							Construction Cost	Right-of-Way Cost	Support Cost	Total Project Cost	Visual/Aesthetics	Noise	Biological Resources	Right-of-Way	Other Issues
			Change in Vehicle Hours of Travel  (Typical weekday, 6 a.m. to 6 p.m.)		Decrease commute traffic on residential streets?  (Expressed change in peak period traffic volume)										
					Clarke	Pulgas									
1	Route 101 Auxiliary Lanes	MV, PA	-1,158		-200 (-10%)	-100 (-10%)	\$57 M	\$20 M	\$28 M	\$105 M	Negligible Impacts	Minimal Impact	Possible impact at crossing of Adobe & Matadero Creeks	One building may be impacted at 101/San Antonio interchange	Would likely qualify for an Mitigated Negative Declaration
2	Route 101 Elevated Express Lanes	MV, PA, EPA, MP, RC	-18,402		0	0	\$900 M	\$80 M	\$230 M	\$1,210 M	Significant and unmitigable impact	Less than significant impact given soundwalls would be built on elevated structure	Possible impact at crossing of Adobe & Matadero Creeks	Minimal impact; no acquisition of businessess or residences	Major environmental issues; strong opposition likely; full EIR required
3	Grade Separations on Bayfront Expressway	EPA, MP	-6,785		+200 (+10%)	+100 (+10%)	\$180 M	\$67 M	\$86 M	\$333 M	Less-than-significant impact	Less-than-significant impact	Impacts to wetlands at edge of Bay	Reconfiguration of access and parking at Sun Microsystems	Would impact recreational trail along Bayfront; BCDC permit needed; full EIR likely required
4	Short-term operational improvements on Willow Road	EPA, MP	minor		minor	minor	\$0.09 M	\$0 M	\$0.03 M	\$0.12 M	None	None	None	None	Would likely qualify for a Categorical Exemption
6	Willow Road Elevated Express Lanes	EPA, MP	-6,311		-100 (-5%)	-100 (-10%)	\$96 M	\$33 M	\$46 M	\$175 M	Significant and unmitigable impact	Significant impact; would require soundwalls on elevated structure	Less-than-significant impact	Minimal impact; no acquisition of businessess or residences	Major environmental issues; strong opposition likely; full EIR required
7	Willow Road Depressed/Cantilevered Express Lanes	EPA, MP	Same as Alt 6		Same as Alt 6	Same as Alt 6	\$230 M	\$33 M	\$110 M	\$373 M	Less-than-significant impact	Less-than-significant impact	Less-than-significant impact	Minimal impact; no acquisition of businessess or residences	Would impact Hetch-Hetchy pipelines; presence of Bay mud will affect trench design/cost; trench will need a system for dewatering of storm water & groundwater; full EIR may be required

COMPARISON OF BENEFITS, COSTS AND IMPACTS  
FOR ALTERNATIVES STUDIED IN DETAIL  
2020 Peninsula Gateway Corridor Study

ID Code	Alternative	Location	Traffic Benefits				Cost Estimate Summary (2006\$)				Potential Environmental Impacts by Alternative				
							Construction Cost	Right-of-Way Cost	Support Cost	Total Project Cost	Visual/ Aesthetics	Noise	Biological Resources	Right-of-Way	Other Issues
			Change in Vehicle Hours of Travel  (Typical weekday, 6 a.m. to 6 p.m.)		Decrease commute traffic on residential streets?  (Expressed change in peak period traffic volume)										
					Clarke	Pulgas									
8	Short-term operational improvements on University Avenue	EPA	minor		minor	minor	\$0.18 M	\$0 M	\$0.09 M	\$0.27 M	None	None	None	None	Would likely qualify for a Categorical Exemption
9	University Avenue Depressed/Cantilevered Express Lanes	EPA	1,260		-200 (-10%)	-200 (-20%)	\$440 M	\$64 M	\$200 M	\$704 M	Less-than-significant impact	Less-than-significant impact	Some impact to wetlands at edge of Bay	Minimal impact; no acquisition of businessess or residences	Would impact Hetch-Hetchy pipelines; presence of Bay mud will affect trench design/cost; trench will need a system for dewatering of storm water & groundwater; full EIR may be required

Location Key:	
EPA	East Palo Alto
MP	Menlo Park
MV	Mountain View
PA	Palo Alto
RC	Redwood City

# 2020 PENINSULA GATEWAY CORRIDOR STUDY

## NEXT STEPS

The purpose of the 2020 Peninsula Corridor Gateway Study is to identify short, medium and long-range options for addressing traffic congestion issues relating to the connections of the Dumbarton Bridge and US 101 between SR 84 and SR 85. To date, technical analyses have resulted in the development of the universe of alternatives and identification of traffic benefits, costs, and potential impacts associated with these project alternatives.

The next steps will be to establish project categories and assign the project alternatives into these pre-defined categories for the purpose of establishing a project implementation plan. For discussion purposes, a preliminary outline for the next steps is as follows:

